

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 7056

周一初月七午元統宣

MONDAY, AUGUST 16, 1909.

一拜禮

廿六十月八英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$15,000,000

Sterling £15,000,000 at 2/- = \$15,000,000

Silver \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. W. J. Grosson—Chairman.

H. E. Tomkiss, Esq.—Deputy Chairman.

J. W. Bandow, Esq. | H. Shellim, Esq.

G. B. Barrett, Esq. | R. Shawan, Esq.

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W. Helms, Esq. | H. A. W. Siede, Esq.

O. R. Lehmann, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 18th May, 1909. [20]

HONGKONG SAVINGS BANK.

H. E. Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 1st January, 1907. [21]

INTEREST ALLOWED ON CURRENT

ACCOUNT AT THE RATE OF 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 6 " 2½ "

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10 " 10 " 4½ "

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14 " 14 " 6½ "

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Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE	{ "PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 21st August.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	{ "GOEDEN" Capt. B. Wilhelm	WEDNESDAY, 23rd Aug., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	{ "DERFLINGER" Capt. E. Zacharias	About THURSDAY, 26th August.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL.	{ "PRINZ WALDEMAR" Capt. F. Iscke	About FRIDAY, 10th September.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 16th August, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

(IN COURSE OF CONSTRUCTION)

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Width of Entrance ... 80 ft. Width of Entrance ... 50 ft. Width of Entrance ... 63 ft.

Water on Blocks 28 ft. Water on Blocks 26 ft. Water on Blocks 21.5 ft.

No. 2 DOCK.

(IN COURSE OF CONSTRUCTION)

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Width of Entrance ... 80 ft. Width of Entrance ... 50 ft. Width of Entrance ... 63 ft.

Water on Blocks 28 ft. Water on Blocks 26 ft. Water on Blocks 21.5 ft.

No. 3 DOCK.

(IN COURSE OF CONSTRUCTION)

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Width of Entrance ... 80 ft. Width of Entrance ... 50 ft. Width of Entrance ... 63 ft.

Water on Blocks 28 ft. Water on Blocks 26 ft. Water on Blocks 21.5 ft.

THESE DOCKS are conveniently situated in Yokohama's harbour, and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats, are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts,
Yokohama, April 28th, 1909.

CURRY AND RICE.

After doing ourselves proud one Sunday ride in the morning, a snack at half past nine, and something out of tumblers later, followed by a real good breakfast-tiffin, at which curry and rice formed the foundation, as it were, a moving foundation, someone said, the conversation turned on the meaning of curry. The argumentative man, who always has an explanation ready, generally wrong, but that don't matter, said it came from the same root as to curry a horse, namely to dress. "Curried fowl was dressed" (also undressed, of the feathers) hen, and the curry itself was rubbed down, pointing triumphantly to the horizontal tombstones of granite that stood with its stone pillar outside the kitchen. He also tried to make us believe that "to curry favour" was a perversion of "to curry the fowl (chestnut) horse," a similar word coming from the Latin fabula, flattery, hence a fib. It was too hot to explain that the authorities believed in the Persian "khar," meat relish, which is defined as a kind of dish much used in India and composed of cayenne pepper, garlic, turmeric, coriander, ginger and other spices. Anyhow the curry was there, reminding one of the story of the vulgar little boy who showed his companion a biscuit and asked him to take a good look at it, as he wouldn't see it again. Like our curry.

The theory of making curries in the Straits is one not to be lightly propounded. If the Mem is very keen, she may intrude on Cookie's dominion and watch the process, unless he objects, as he mostly does. She will then see a bastard curry, made by rule of thumb, by one of a nation who doesn't know what curry is, and hide-bound by the tradition of what is fit for Master to eat. Ab Sin's curry is worthy of the chef's name in only one respect, the wicked charges he makes for it. Another way is to give the Celestial god a holiday and ask Mrs. Ahmat to come in and show the Mem how to make curry. Ahmat is the punka Malay tumbi, who gets curries about once a month, at a big feast or kenduri, when all the noted she chefs of the surrounding houses are called into consultation. That is a Malay curry, truly, very tasty, very fatty, and conducive to afternoon night-mares, as our heaviest Sunday hogger, put it. Mrs. Ahmat, be told that what is wanted is typical Malay curry, and not a bulan puas curry, and if due time and two or three dollars be given her, she will bring the necessary ingredients up to the house sum morning when the Tuan has gone to town, and by one o'clock she and the Mem will be very hot and very tired. There will be enough curry and rice for a large little party, and an appetite in inverse proportion. Some of the "real" curry will be eaten and the rest, it is such a treat you know, will be reserved for dinner, when the Tuan is expected to try it. Now in these days, what self-respecting business man can be expected to top up a hard day's work with the usual meal and an additional unaccustomed curry! Besides, curry can't be enjoyed by candle-light, nor after more than one pint, and, certain not following the four steengahs that medical advice allows for, the interval between bank closing and the dinner gong. No. The only day on which to eat curry and rice is that which falls between Saturday and Monday. The flesh need not be mortified on that day, or if it must, then there is the afternoon service go-to-meeting clothes.

All this, however, is a long way from the dish which is naturally expected about the one dish that excites the appetite and curiosity of one's friends at home, and which is popularly supposed to take the place of all the standard dishes that grace the breakfast and luncheon table of Europe. So much is this ingrained in the Home mind, that when on leave the Anglo-Indian (which graceful term has been held to include those who come out to the Straits for Scotland's good) is tempted by a special dish of curry, made in honour of your safe return. Said curry consisting of rabbit or fowl (who wants to eat fowl at home) stewed with a tablespoonful of jalap coloured stuff taken from the bottle prepared by the well known catering firms, or, more economically, bought by the per-pint from the chemist who has kept the snuff powder in the next drawer to ginseng root. "Oh, yes, excellent, I assure you. Not quite the same as the Katong brand, but that is made from fresh spices. Thank you, just another slice of that delicious cold beef." The other kind of curry, that the Old Hand delight in is ship curry. We always go back for another helping. By the way, ship curry has to be eaten in the China fashion, with a fork. "No spoon."

The constituents of a proper curry are as follows—however, if the Printer-man does his duty, this will be about the place of turn over, and the example of the Wise Man of Perak is to be followed. Mrs. E. Walker of Ipoh has issued an everyday cookery book for the Straits and the Federated Malay States. We do not attempt to distinguish the dishes peculiar to each district in this excellent little publication, which is meant for the use of bachelors condemned to live in the jungle, and Mems condemned to live in the Bungalow. The book is really a useful addition to any house-keeper's library, eight appetisers, thirteen soups, nine fish dishes, etc., etc. The interest in connection with this article is that there is not a single word about curries, not a single recipe for cooking rice. Next time we shall have to propound the difference between curry and rice and rice and curry; between blechan and mame; between seler asing and seler ikan goring. —W. M. in *Singapore Free Press*.

REPAIRS
IS OUR
SPECIALITY.

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRACON CYCLE

DEPOT,

38-39, Des Voeux Road, Central,

Hongkong.

YUEN HING,
No. 4, D'AUGLAR STREET,
FACTORY SWATOW KIA LAK,
MANUFACTURE WHOLESALE & RETAIL
DEALERS
in all kinds of hand-made
DRAWN and EMBROIDERY CHINESE
LINE GRASS CLOTH, PEWTER
WARE, &c.,
all of the best quality.

Hongkong, 1st June, 1909. [574]

WEATHER FORECAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsui Sha Tau for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

TERRI-EXPLOSIVE BOMBS, AT INTERVALS OF 100 SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

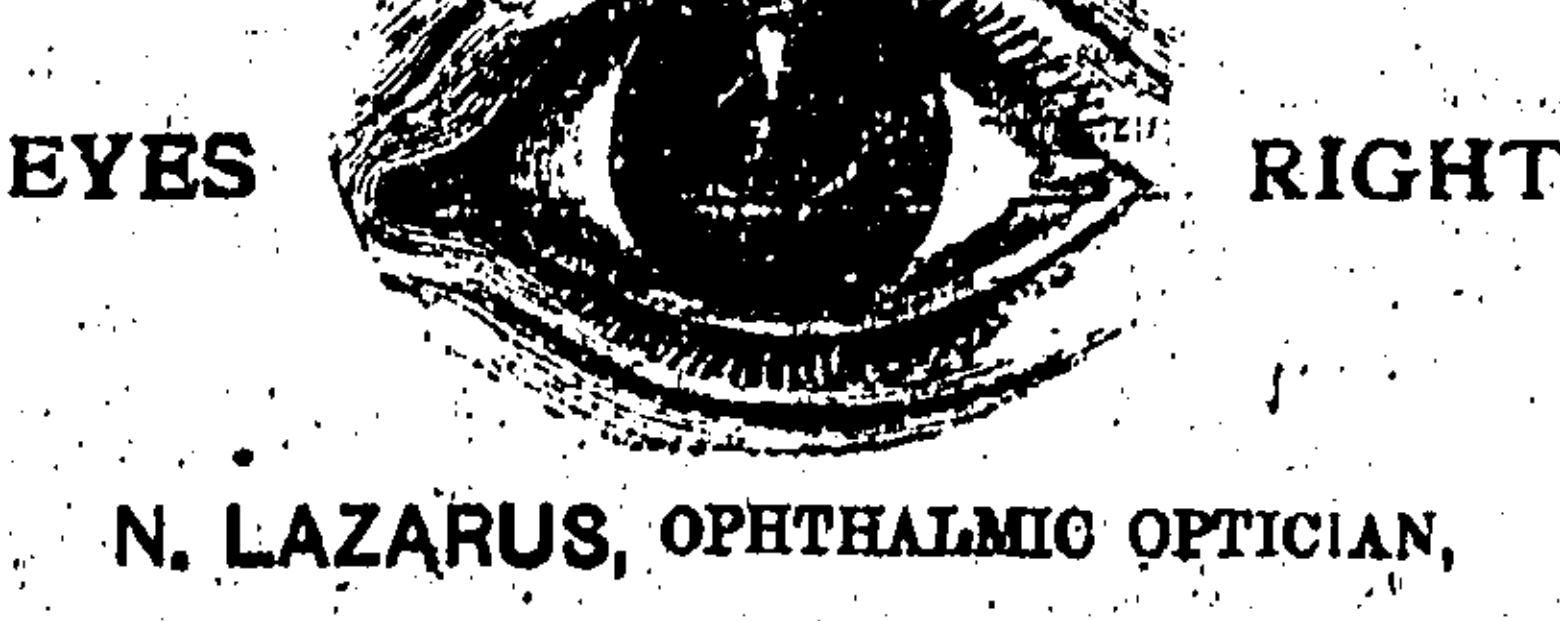
For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.
Waglan. San Ki Wan.
Stanley. Kai Chung.
Cape Collinson. Sha Tau Kok.
Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light Houses.

F. G. Price, Director
16th July, 1909. [574]



WILL test your eyes free of charge, and if they are wrong will put them right.
Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight" free.
LONDON, GOLCONDA, CALCUTTA, SHANGHAI,
1, John Street, Bedford Row, W.C. 19, Reservoir Street, 556, Manching Road.
W. 16th Street, 16th Ward, 16th Street.

Intimation.

Intimations.

Public Companies.

PA. 12.15. ISLAND QUESTION.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 21st day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

IN THE MATTER OF THE GOODS OF A. S. LATTA, Deceased.

ALL Claims against the Estate of the late A. S. LATTA, Chief Engineer, S.S. "Kutang," who died at Sea on the 2nd August, should be sent to the undersigned before the 15th day of September, 1909.

C. W. BECKWITH, Lieutenant, R.N., Harbour Master.

Hongkong, 12th August, 1909. [588]

Powell's

Furnishing Department

ALEXANDRA BUILDINGS. (FIRST FLOOR)

are making a special show of household and office furniture.

HIGH

grade examples of which may now be seen in our showrooms.

Completely finished and artistic bedroom suites, with teakwood bedsteads "en suite," Dainty Writing Tables in attractive designs, Curio and Silver Tab'gs, lined with silk and plush, and a host of other articles of a

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently improving the tone and general finish of Colonial made furniture.

We are paying very special attention to the modern methods in Office Fittings, and have several examples of our work ready for inspection.

The Card-index system cabinet is a very special feature with us, and general office

FURNITURE

such as, Roll Top Desks, Typewriter Desks, may always be seen and the advantages of our makes, explained, by a visit to our showrooms.

OUR ILLUSTRATIONS

OUR TIME

OUR EXPERTS

OUR ADVICE

AT YOUR DISPOSAL

POWELL'S ALEXANDRA BUILDINGS.

and

28, Queen's Road.

Opposite the Clock Tower.

Hongkong, 11th August, 1909. [59]

Intimations.

1589

IN THE MATTER OF THE GOODS OF A. S. LATTA, Deceased.

ALL Claims against the Estate of the late A. S. LATTA, Chief Engineer, S.S. "Kutang," who died at Sea on the 2nd August, should be sent to the undersigned before the 15th day of September, 1909.

C. W. BECKWITH, Lieutenant, R.N., Harbour Master.

Hongkong, 12th August, 1909. [588]

1590

IT is hereby noticed that a MEETING of HIS MAJESTY'S JUSTICES of the PEACE for the Colony will be held at the Magistracy, at 2.15 P.M., on MONDAY, the 23rd August, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz:

From one NATHANIEL WONG for the transfer to him from one ARTHUR E. GAGNON of the publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pat Shui Wan, under the sign of "The Bell View Hotel."

F. A. HAZELAND, Police Magistrate.

Hongkong, 12th August, 1909. [59]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 15 minutes.
7.30 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
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Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALTIES :

DRY GINGER ALE.

LIME FRUIT CHAM-

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. (28)

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the writer's name and
address.Ordinary business communications should be addressed
to The Manager.The Editor will not undertake to be responsible for
any rejected MS., nor to return any contribution.SUBSCRIPTION RATES. (IN ADVANCE).
DAILY—\$36 per annum.
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subscriptions for any period less than one month
will be charged as for a full month.The daily issue is delivered free when the address is
accessible to messenger. Post-subscribers can have
their copies delivered at their residence without
any extra charge. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 30 cents per quarter.Single Copies, Daily, ten cents. Weekly, twenty-
five cents (for cash only).BIRTH.
On August 10, 1909, at Shanghai, to Mr. and
Mrs. J. J. Dawe, a daughter.MARRIAGE.
On July 31, 1909, in London, Robert Ken-
neth Evans, M.A., Merton College, Oxford,
to Janet Elizabeth, second daughter of the Rev.
and Mrs. Hopkyn Rees, London Mission,
Peking.DEATHS.
On August 7, 1909, at Weihaiwei, Frank
Wildes Craven, the infant son of Mr. and Mrs.
J. H. Craven of Shanghai, aged 1 year and 7
months.On August 10, 1909, at Shanghai, Moira
Agnes, infant daughter of Mr. and Mrs. James
Law, aged 8 months.The Hongkong Telegraph
HONGKONG, MONDAY, AUGUST 16, 1909.

COMPANY PROMOTION.

A Shanghai correspondent has addressed a letter to the *Financial Times*, reproduced elsewhere in this issue, on the subject of company promotion in Hongkong. The writer is so wide of his mark in his criticisms that he has been taken to task by the *North China Daily News*. Our Shanghai contemporary, in advertising on the letter appearing in the financial journal comments editorially thus:—"The difficulties of this subject are, perhaps, better illustrated by the letter than its writer may have quite realized." In the first place

he calls attention quite correctly but in a very extravagant manner to the difficulty of bringing non-British directors of companies registered under the Hongkong Ordinances who do not reside in Hongkong to book for offences against the Ordinances. But when he passes on to say that "practically the same regulations (as in England) are in force in Hongkong" he entirely misrepresents the actual state of affairs. The English Companies Act of 1862 was considerably modified by the Companies Act of 1900 which was passed for the purpose of preventing the issue of fraudulent prospectuses, and contains stringent provisions as to the steps to be taken by Companies proposing to invite public subscription. These provisions have never been incorporated in the Hongkong Company Ordinances which are based on the English Company Act of 1862, and the result is that Company law under the Hongkong Ordinance is less strict than under the English Acts. The specific instance to which the writer alludes as a violation of the Hongkong Ordinance is not a violation of the Hongkong Ordinance nor would it be a violation of the English Company Acts.

There is nothing illegal in issuing a prospectus before the incorporation of the intended Company either under English or Hongkong law and the only difference between the two is that in England every prospectus issued on behalf of an incorporated or intended Company must be signed by the directors or proposed directors and filed for registration before being issued; in Hongkong it does not require to be registered either before or after issue. The object of insisting on the registration of a prospectus is to enable the prospectus to be on record if proceedings should subsequently be taken against directors for misrepresentation, but there is no magic registration itself. A company, therefore, does not require to be incorporated before the prospectus is issued, although as a matter of practice it is usual and preferable that the Company should be incorporated before application is made for public subscription. The question of the administration of Companies in China is best left with difficulties which are not likely to be solved by letters such as the one quoted. It is, of course, more than open to doubt whether the Ordinances should not be made stricter. In one respect their laxity has been officially recognized. Numerous cases have arisen in which a company registered as British does not possess a single British director and for such concerns the British Government has refused to allow consular protection to be exercised.

THE GERMAN mihi of the 16th July was delivered in London on the 14th inst.

THE GOVERNMENT PROPOSED TO ADD TO THE CHINESE PRESS LAWS SPECIAL ARTICLES ACCORDING TO THE GOVERNMENT'S FAVOURABLE TREATMENT TO EDITORS.

EXPORTS TO HONGKONG AND CHINA FROM THE STRAITS LAST YEAR REACHED A VALUE OF 121 MILLION DOLLARS, BEING A FALL OF 42 MILLIONS OR 27 PER CENT.

MESSRS. LABOIS AND CO., READING, HAVE RECEIVED A CABLE THAT THE HOPPER BARGE HERCULES AND CYCENUS HAVE ARRIVED AT ORAN ON THEIR VOYAGE TO SINGAPORE.

THE CHINESE GOVERNMENT DECIDED TO ORGANIZE A FLEET OF TEN MEN-OF-WAR AT A COST OF 100,000,000, AND THIS SCHEME WILL BE CARRIED OUT IN SPITE OF THE WANT OF MEANS.

A WIRELESS MESSAGE HAS BEEN RECEIVED FROM THE COMMANDER OF THE R. M. S. "EMPEROR OF CHINA" TO THE EFFECT THAT HE EXPECTS TO ARRIVE AT YOKOHAMA ON WEDNESDAY, THE 18th INSTANT; AT 8 O'CLOCK IN THE MORNING.

THE W. I. WU PROPOSES TO ADDRESS THE ANTI-OPIUM COMMISSIONERS, POINTING OUT THAT IT IS DESIRABLE TO HAVE OPIUM SMOKING REDUCED BY ONE-HALF BEFORE THE HOLDING OF THE NEXT OPIUM COMMISSION.

WE ARE REQUESTED TO STATE THAT THE RESOLUTION REGARDING THE INCREASE IN LIQUOR LICENCE FEES WAS BY ERROR INTERFERED IN THE GOVERNMENT GAZETTE AS HAVING PASSED THE LEGISLATIVE COUNCIL AND THAT IT WAS NOT IN FACT SO PASSED.

THE WAIWU INTENDS TO RECOVER THE MUNICIPAL CONTROL IN KULANGSU, AMOY, AND, WITH THAT OBJECT IN VIEW, HAS BEGUN TO ORGANIZE A CHINESE POLICE FORCE AND MUNICIPAL GOVERNMENT OUTSIDE THE FOREIGN SETTLEMENT.

AS THE REVENUE COUNCIL IN PEKING FINDS THAT THE IMPORT OF FOREIGN OPIUM HAS BEEN ABOUT 53,000 PICULS A YEAR PREVIOUSLY AND THE PRESENT IMPRINT IS 47,000 PICULS, WHICH IS ONLY A SLIGHT REDUCTION ON THE FORMER QUANTITY, IT HAS ASKED THE BRITISH GOVERNMENT FURTHER TO REDUCE THE IMPORT OF THE DRUG.

A FIRE, WHICH MIGHT EASILY HAVE DEVELOPED INTO SERIOUS PROPORTIONS, OCCURRED ON BOARD THE "CLARENCE", LYING AT THE C. M. LOWER WHARF, HONGKONG, SHANGHAI, AT ABOUT 5 A.M. ON 10th INST. THE WATCHMEN SAW SMOKE ISSUING FROM ONE OF THE HOLDS AND GAVE THE ALARM. THE CREW AND OFFICERS SET TO WORK IN RIGHTEST CEREMONY, THE V. REV. M. A. SALMON OFFICIATING. MR. KUND JORDAN, THE BRIDEGRROM'S BROTHER, ACTED AS BAPTIST MAN. AFTER THE CEREMONY A RECEPTION WAS HELD AT NO. 2, UMEGASAKI, THE RESIDENCE OF THE BRIDEGRROM'S PARENTS, THE ENTIRE FOREIGN COMMUNITY, THE "NAGASAKI PRESS", RESPONDING TO THE INVITATIONS ISSUED BY MR. AND MRS. A. L. JORDAN. THE NEWLY MARRIED COUPLE SUBSEQUENTLY LEFT BY THE N. D. L. STEAMER "GOSEN" FOR MIYANOSHITA, WHERE THE HONEYMOON IS TO BE SPENT.

THE WEDDING TOOK PLACE ON THE 3rd INSTANT AT NAGASAKI OF MR. AUGUST LUDWIG FRANTS JORDAN, SON OF MR. A. L. JORDAN, SUPERINTENDENT OF THE GREAT NORTHERN TELEGRAPH COMPANY'S NAGASAKI OFFICE, AND MISS CLIFTON ROBERTA BOWIE, DAUGHTER OF DR. R. I. BOWIE, OF 24, OURS, NAGASAKI. THE CIVIL PART OF THE CEREMONY WAS PERFORMED BY MR. J. H. WALLACE, ACTING DANISH CONSULAR AGENT, AND WAS FOLLOWED BY A RELIGIOUS CEREMONY IN THE RESIDENCE OF THE BRIDE'S FATHER, THE V. REV. M. A. SALMON OFFICIATING. MR. KUND JORDAN, THE BRIDEGRROM'S BROTHER, ACTED AS BAPTIST MAN. AFTER THE CEREMONY A RECEPTION WAS HELD AT NO. 2, UMEGASAKI, THE ENTIRE FOREIGN COMMUNITY, THE "NAGASAKI PRESS", RESPONDING TO THE INVITATIONS ISSUED BY MR. AND MRS. A. L. JORDAN. THE NEWLY MARRIED COUPLE SUBSEQUENTLY LEFT BY THE N. D. L. STEAMER "GOSEN" FOR MIYANOSHITA, WHERE THE HONEYMOON IS TO BE SPENT.

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Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ADMIRAL SAH.

COMMANDER-IN-CHIEF.

[By courtesy of the "Sheung Po."]

Peking, 15th August.

An Imperial decree was issued on the 14th inst. appointing Admiral Sah Commander-in-Chief of the Naval Forces.

ADMIRAL LI CHUN.

RECEIVES SUBSTANTIVE APPOINTMENT.

[By courtesy of the "Sheung Po."]

Peking, 15th August.

Admiral Li Chun has been confirmed in the substantive appointment as Admiral of the Kwangtung Naval Forces.

VICEROY SIK LIANG.

NERVOUS OVER JAPANESE NEGOTIATIONS.

[By courtesy of the "Sheung Po."]

Peking, 15th August.

Viceroy Sik Liang has memorialized the Throne pointing out the difficulties in his way for conducting negotiations with Japan and expressing the fear that he might be incompetent to discharge his duties.

After perusing the memorial the Prince Regent proposes to appoint H.E. Tang Shao-yi to assist Viceroy Sik.

The Regent has instructed Prince Ching and Tsui Cheik to consult Grand Councillor Chang Chih-tung as to the expediency of the proposed appointment.

THE PRESS.

CENSORSHIP REMOVED.

[By courtesy of the "Sheung Po."]

Peking, 15th August.

Some time ago the Board of Civil Affairs instructed the Police to stop the Press from making references to the negotiations proceeding with Japan in regard to affairs in the Three Eastern Provinces.

It is now proposed to remove the embargo.

CHINA'S FINANCES.

A PESSIMISTIC MEMORIAL.

[By courtesy of the "Sheung Po."]

Peking, 15th August.

A memorial has been submitted by the Ministry of Finance pointing out that every economy should be practised in view of the unsatisfactory condition of the finances of the Empire.

The memorial has been shelved.

ORIENTAL TELEPHONE COMPANY.

THE HONGKONG CONCERN.

The subscription list opened on July 13 and closed on July 16, for an issue by the Oriental Telephone and Electric Company, Limited, of £50,000 four per cent, redeemable debenture stock at £50 per cent, ranking pari passu with £150,000 similar stock already issued, and constituting the balance of an authorised amount of £200,000. The stock is repayable at par on July 1, 1935, but may be redeemed after July 1, 1910, in whole or in part, on six calendar months' notice.

The stock is secured by a trust deed operating as a first floating charge upon the whole undertaking and assets of the company, both present and future. The prospectus states that the company provides telephonic communication in Madras, Singapore, Rangoon, Moulmein, and Mauritius, and exercises a controlling influence in the following companies:

—The Telephone Company of Egypt, working in the whole of Egypt; the Bengal Telephone Company, working in Calcutta; the Bombay Telephone Company, working in Bombay, Ahmedabad, and Karachis; and the China and Japan Telephone and Electric Company, working in Hongkong and Kowloon. The shares are held with debentures in the Bengal Telephone Company and the China and Japan Telephone and Electric Company, were valued in the balance sheet for 1908 at £246,703, while the company's freshold premises in Singapore, Rangoon, and Mauritius were valued at over £1,000.

THE GREAT FIRE AT OSAKA.

THE DEVASTATED AREA.

The result of a survey made by the Osaka Municipal authorities shows that the area devastated by the fire is 1,840 ken, or 30 cho (2 1/2 miles) in length, from Kusshio-machi, where the fire originated on the east, to the Nippon Spinning Mill at Fukushima, on the west, and the widest part is 300 ken or 5 cho (one-third of a mile), from the Yangi bridge to the premises of the Sampei Company, and the narrowest 40 ken or 240 feet, covering a total area of 369,438 tsubo or 123 cho (about 305.3 acres).

FINANCIAL EFFECT OF THE FIRE.

Referring to the financial effect of the great fire the *Asahi* has the following remarks:

The total loss to fire insurance offices in this great conflagration will doubtless exceed Y4,000,000, and the insurance companies will be compelled to dispose of the Government bonds held by them in order to settle the claims. In the event of such a large amount of bonds being disposed of at once, the bond market will be affected. This course being disadvantageous to the companies, they may draw money from the banks and dispose of the bonds gradually at an opportune occasion.

The banks suffering direct loss from the fire are the Kitahama and the Nippon Savings Banks, their Dojima branches having been destroyed. The only other banks having large business connections at the scene of the disaster are the northern branches of the Yamaguchi and the 24th Banks. The total damage sustained by the banks is thus not very large. Even in the case of the Kitahama Bank, the financial depositary of the Dojima Rice Exchange, the amount of advances made to sufferers in the devastated district is estimated not to exceed Y1,000,000, while the advances made by the Yamaguchi, 34th, and Nippon Savings taken together do not exceed Y3,000,000. As the notes on which advances are made are endorsed in most cases by the leading men in the business centre of the city, and other notes are secured by property, the loss to the banks will be slight.

OSAKA ELECTRIC LIGHT CO.

The investigations into the damage sustained by the Osaka Electric Light Company were—roughly—completed on the morning of the 4th instant. The number of houses supplied with lights in the street totally swept away numbered 2,246, with 7,487 lights, while the number of houses supplied with light in the streets partially destroyed was 3,007, with 7,041 lights. In the latter case, about 40 per cent. of the total number of houses have escaped. In these circumstances, the number of lights for which the subscription is lost will be about 12,300, which means a loss in the receipts of some Y10,000 per month. A further loss of the company is in the posts, wires, other apparatus, and fans, with a value totalling Y10,159. The board of directors held a meeting on the 9th instant to receive the report of damage, which it was decided to include in the loss for the present period.

THE LOSS OF THE TREASURY.

The effect of the fire in diminishing revenue from taxes has not yet been ascertained. According to the law, income tax payers losing a quarter of their estimated income may demand a reassessment, and the same applies to payers of business-tax who lose one-half of the amount on which assessment is based. The Osaka Revenue Inspection Bureau estimates the total loss of revenue, including that from the sake and soy taxes, at between Y3,000 and Y4,000.

LOSS OF SAKE BREWERS.

Three sake-brewers have lost their residences and godowns and four others their residences alone. About 1,700 koku of sake has been destroyed.

Mr. Shiodo Kaichiro, a soy brewer who has been burnt out, has lost about 2,500 koku of soy. When the soy held by over 40 soy shops destroyed is added, the total quantity lost may be found to be not less than 3,000 koku.

THE OSAKA WAREHOUSE COMPANY.

The warehouses directly owned by this company have all escaped undamaged, but the godowns at Dojima leased by the company from Mr. Abe were burnt down, together with the contents, consisting of about 5,000 tubs of black sugar and a quantity of rice and beans, valued at about Y80,000. They were all insured.

DOJIMA RICE EXCHANGE.

The damage sustained by the Dojima Rice Exchange is estimated at Y33,000 for the building and furniture, but the building being insured for Y30,000, the actual loss is not more than Y5,000. When the revenue from commission lost on account of the suspension of business (for a week) is added, the total loss will be about Y6,000.

OSAKA GAS COMPANY.

The precise loss of the Osaka Gas Company has not yet been ascertained. The gas-mains are laid underground and are undamaged,

while the fittings inside the houses belong to the subscribers. In these circumstances, the loss of the company is comparatively small. At present it is estimated at about Y50,000.

KNITTED GOODS INDUSTRY.

It is somewhat of a coincidence that the disastrous conflagration originated and ended in a knitted-goods store and that the fire has dealt a blow to the knitted-goods industry. The devastated area is the centre of this industry in Osaka, and about 120 sewing houses were burnt down.

The season for the manufacture of winter goods is now at its height. In consequence the goods have for the most part left the hands of the sewers and the quantity destroyed was not very large, the total value not much exceeding Y50,000.

If any portion of the goods in the hands of the sewers was saved it must have been damaged by water, and is therefore a total loss.

Most of the producing factories have escaped, and they are now ready to push on production.

But the destruction of so many sewing houses will doubtless interfere with the supply, and the conflagration may result in the delay of about a month in the opening of the winter goods season.

The wages of operatives have already gone up by 15 per cent.

Moreover, the market for cotton yarn has advanced.

The first sale of knitted goods this month, held on the 4th instant, was very active, the price going up by about 10 per cent.—*Japan Chronicle*.

THE ANTUNG-MUKDEN RAILWAY QUESTION.

ATTITUDE OF FOREIGN POWERS.

According to a Tokyo dispatch to the *Mainichi*, the news that the Japanese Government has decided to carry out the reconstruction of the Antung-Mukden Railway in defiance of the protest of the Chinese Government appears to have moved the latter Government, information has reached Tokyo that a certain high official in Peking had an interview with Mr. Ijiri, the Japanese Minister, and warned him that in the event of the Japanese Government carrying out the reconstruction of the railway by force, great trouble might ensue between Japan and China, in which case nothing could be more unfortunate for the two countries. The Chinese official asked whether there was no way of arriving at a peaceful settlement of the difference by means of mutual concession. The Tokyo correspondent of the *Osaka* paper learns that the Foreign Office, in reply, informed the Chinese Government that the Japanese Government had already decided on the course to be taken and the fact had been communicated to the foreign Powers. Moreover, the Imperial sanction had been obtained, and there was no room for the Japanese Government to make any concession.

The only course now left for the Chinese Government was to accept the Japanese demand. This intimation was transmitted on the 4th instant, and the Government is now awaiting a reply before launching an ultimatum.

Mr. Nakamura, President of the South Manchurian Railway Company, who is now in Tokyo, is awaiting the instructions of the Government. It is believed that his departure from Tokyo will be the signal to commence operations on the departmental system, it was obviously out of the question to invite tenders in respect of part of it; the line is being made in the interests of the trade of Hongkong, and it is consequently expected that either directly or indirectly through the increase of trade with the interior of China, the Colony will be amply repaid for the money expended on construction.

Relying to Mr. Havelock Wilson Mr. Winston Chorlton said that the number of Chinese seamen of all ratings who were engaged through the mercantile marine office at Poplar during the quarters ended June 30, 1908, and June 30, 1909, was 115 and 493 respectively. In order to avoid misapprehension he should like to add that the figures for Poplar were quite exceptional. Taking the figures of the engagement of Chinese seamen at the principal ports of the United Kingdom for the first six months of the present year, and comparing them with those for the first six months of last year, it appeared that there was practically an increase, the total being 2,173 compared with 2,132.

SIBERIAN POSTAL ROUTE TO CHINA.

Mr. Holt asked the Postmaster-General if his attention had been called to the statement of the Acting Consul-General at Tientsin contained in Consular Report No. 4,275, Annual Series, that letters addressed via Siberia reach Tientsin in a little more than half the time taken by letters posted in the United Kingdom without specific direction as to route; and if this is correct, whether he will assist British trade by forwarding by the quickest route all letters not specifically addressed?

The Postmaster-General: I am aware that the time of train to Tientsin by way of Siberia about half as long as by other routes. The question of making greater use of the Siberian route for letters is engaging my attention.

A Tokyo dispatch to the *Osaka Chronicle* reports that discussion has arisen between the military and civil parties in the Government regarding the China question, the military party alleging that the attitude of the Foreign Office is inclined to be too yielding. It is reported that Government will acknowledge the sovereignty of China over Chientao, and give way on the Takumen Railway question. This is considered by the military party as a humiliation to the Empire, and they allege that at the cost of blood are about to vanish like a dream.

For this reason, it is not expected that they will support the cause of China, unless China has very strong grounds for her objection. This correspondent is evidently of opinion that the foreign Powers know nothing of the actual wording of Article VI. of the Peking Treaty.

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TIENSIN VIA WEIHAIWEI & CHEONGSHING* SATURDAY, 21st Aug. 5 P.M.
CHEFOO LOONGSANG* FRIDAY, 20th Aug. 4 P.M.
SHANGHAI, YOKOHAMA, KOBE KOOKSANG* TUESDAY, 24th Aug. Noon.
& MOJI YUENSANG* FRIDAY, 27th Aug. 4 P.M.
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Telephone No. 61, Hongkong, 16th August, 1909.

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NEWCHWANG "KWEIYANG" 21st
SHANGHAI "CHENAN" 22nd " Daylight.
MANILA "TAMING" 24th " 4 P.M.
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SHANGHAI "LINAN" 29th " Daylight.
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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Capital.	For.	Sailing Dates.
RUBI	8540	R. W. Almond	MANILA	SATURDAY, 21st Aug. at Noon.
ZAFIRO	8540	R. Rodger	"	SATURDAY, 28th Aug. at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAG.

Hongkong, 16th August, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. AMERICA MARU 5,000 tons gross Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU 6,000 " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th July, 1909.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, Ceylon, Australia, India, Aden, Egypt, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"CALEDONIA"

Captain W. Hayward, carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 10,000 tons, from Colombo, Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Caledonia*, due in London on 3rd October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to B. A. HERWETT, Superintendent.

Hongkong, 7th August, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE.

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRE"

expected to arrive on or about the 19th August.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 27th July, 1909.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI"

Captain W. Gray Williams, will be despatched as above about 21st August.

For Freight, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 21st July, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE"

Captain Daniel, will be despatched as above on or about 25th August.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. The steamer is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fan in staterooms. Doctor and Stewardess are carried. FARE TO LONDON £35.

For further Particulars, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLE, LONDON AND LEITH.

THE Steamship

"CARNARVONSHIRE"

Captain Ingram, will be despatched as above about 25th instant.

For Freight, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 2nd August, 1909.

STEAM TO CANTON

THE New Twin Screw Steel Steamers.

KWONG TUNG Capt. H. W. WALKER
KWONG SAI Capt. E. S. GROVE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LTD., and

SHIU ON S.S. CO., LTD.,

No. 8, Queen's Road West, Hongkong, 16th April, 1909.

[16]

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T.	Aug. 15/16
Do demand	142
Do 4 months' sight	179
France—Bank T.T.	128
America—Bank T.T.	42
Germany—Bank T.T.	173
India T.T.	132
Do demand	132
Singapore—Bank T.T.	74
Japan—Bank T.T.	84
Java—Bank T.T.	104
Buying	
4 months' sight L/C	103
6 months' sight L/C	193
30 days' sight San Francisco & New York	43
4 months' sight d.	44
30 days' sight S. Inday & Melbourne	108
4 months' sight France	222
6 months' sight	274
4 months' sight Germany	181
Marl Siver	23.9
Bank of England Rate	11.7
Sovereign	11.45

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 16th at 1.50 p.m.—The barometer has risen considerably at the Bonins, the typhoon lying in that neighbourhood yesterday, having moved away to the Eastward.

The depression lying over the Yellow Sea between the mouth of the Yangtze and Korea Straits, is almost stationary.

Pressure has given way moderately over Japan, the China coast and the Philippines. It remains high over the S. part of the China Sea.

Strong S.W. and W. winds may be expected in the Formosa Channel, and fresh monsoon over the N. part of the China Sea.

Hongkong Rain-fall for the 24 hours ending at 8 a.m. to-day, 0.02 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. and W. winds, fresh; fair to showery.

2.—Formosa Channel, S.W. and W. winds, strong.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

ARRIVAL.

Michael Jepsen, Ger. s.s., 951, J. Petersen, 13th Aug., from Amoy, Bolla.—J. & Co.

Haitan, Br. s.s., 1,183, J. S. Reach, 13th Aug.,—Swatow 14th Aug., Gen. D. L. & Co.

Palma, Br. s.s., 4,913, G. W. Cockman, 13th Aug.—Antwerp and London 10th July, Gen.—P. & O. S. N. Co.

Chosho Maru, Jap. s.s., 3,301, T. Suga, 13th Aug.—Shanghai via Foochow, Amoy and Swatow 12th Aug., Gen.—O. S. K.

Chosho, Ger. s.s., 1,020, P. Euderna, 13th Aug.—Iulio, 7th Aug., Sugar—Basa & Co.

Itakos, Ger. s.s., 1,446, W. Vogeler, 15th Aug.—Canton 14th Aug., Ballast.—H. A. L. & Co.

Glenstrae, Br. s.s., 3,054, G. C. Gillivray, 15th Aug.—Singapore 10th Aug., Gen.—McG. Bros. & Co.

Nippou, Aus. s.s., 4,014, Toinbaulek, 15th Aug.—Singapore, 9th Aug., Gen.—S. W. & Co.

Ernest Simons, Fr. s.s., 2,800, R. Girard, 16th Aug.—Shanghai 13th Aug., Mail and Gen.—M. M.

Yeddo, Swed. s.s., 2,468, C. H. Anderson, 6th Aug.—Moj 9th Aug., Gen.—V. & Co.

Kaifuku Maru, Br. s.s., 1,093, N. Suda, 6th Aug.—Moj 9th Aug., Coal—M. B. G. Ichibun, Br. s.s., 1,348, A. Harris, 16th Aug.—Shanghai 12th Aug., Gen.—B. & S.

Gregory Apoor, Br. s.s., 2,061, S. H. Nelson, 16th Aug.—Kobe 9th Aug., Gen.—D. S. & Co., Ltd.

Rubi, Br. s.s., 1,610, R. W. Almond, 16th Aug.—Vinaula 13th Aug., Gen.—S. T. & Co.

Glenfalloch, Br. s.s., 1,414, J. Ainsworth, 16th Aug.—Singapore, 10th Aug., Gen.—J. & Co.

Hilary, Ger. s.s., 1,276, K. Hau, 6th Aug.—Samoriland Pulo Laut 7th Aug., Gen.—S. W. & Co.

Jacob Diederichsen, Ger. s.s., 630, A. Hansen, 16th Aug.—Haiphong via Takao and Holbow 15th Aug., Gen.—J. & Co.

Rajah, Ger. s.s., 2,100, H. C. Reher, 6th Aug.—Rajang 10th Aug., Wood—B. & S.

Awa Maru, Jap. s.s., 3,012, A. Keith, 16th Aug.—Japan via Shanghai 4th Aug., Gen.—N. Y. K.

Cheung Shing, Br. s.s., 1,265, W. McClymont Liddell, 16th Aug.—Tientsin 10th Aug., Gen.—J. M. & Co.

Loongsang, Br. s.s., 1,003, M. Picknell, 16th Aug.—Marla 13th Aug., Gen.—C. J. M. & Co.

Astabilis, Br. s.s., 2,104, Harding, 16th Aug.—San Francisco 23rd June, and Shanghai 19th Aug., Tea—S. O. Co.

Clearances at the Harbour Office:

Magdalen, for Manila.

Kawang, for Canton.

Sardina, for London.

Alana, for Hongkong.

Cathia, for Canton.

Glensfalloch, for Amoy.

Yeddo, for Saigon.

Glenstrae, for Shanghai.

Glenstrae, for Singapore.

Departures

Aug. 15.

Haitan, for Swatow.

Desi Maru, for Swatow.

Sefta, for Portland, Or.

Bolla, for Japan.

Shantou, for Batavia.

Borneo, for Sandakan.

Welsh Prince, for Singapore.

Aug. 16.

Chemung, for Moji.

Sefta, for Cheribon.

Chincha, for Canton.

Passenger arrived.

Per Kwanlou, from Shanghai—no Chinese.

Per Chinlou, from Shanghai—Mrs. Kavang and a child, Capt. Berkeley, and Mr. Berkeley.

Per Kwang, from Tientsin.

Per Chinlou, from T

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDORE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCK.	NO. OF SHARES.	VALVE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$25	{ \$1,500,000 \$1,500,000 \$250,000}	\$2,006,234	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024	41%	{ \$1.30 sellers London £95.5/-
NATIONAL BANK OF CHINA, LIMITED.								
National Bank of China, Limited	90,025	£7	£6	{ £4,000 \$150,000}	\$10,223	5/- (London 3/6) for 1903	...	565 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$238,757 \$411,990 \$285,000}	none	5/- for 1907	71%	515 sellers
North China Insurance Company, Limited	10,000	£15	£8	{ Tls. 150,000 Tls. 305,747 Tls. 118,377}	Tls. 160,512	Interim of 7/6 for 1908	58%	Tls. 1200s. & b.
Union Insurance Society of Canton, Limited	15,400	\$250	\$100	{ \$1,500,000 \$195,948 \$105,449 \$88,009}	\$2,464,018	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	58%	5840 sellers
Yangtze Insurance Association, Limited	15,000	\$100	\$60	{ \$1,000,000 \$164,421 \$100,661}	57-7,637	5/- and bonus \$3 for 1907	70%	525
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	{ \$1,000,000 \$438,661 \$15,802}	\$375,342	5/- and bonus \$2 for 1907	71%	515 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ Tls. 450,473}	\$368,711	5/- for 1907	8%	5345 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$64,638 \$99,067 \$450,000}	5/-,035	5/- for 1906	7%	516
Douglas Steamship Company, Limited	20,000	\$250	\$50	{ \$1,500,000 \$617,500 \$119,467 \$22,045}	Nil.	2/- for year ending 30.6.1908	71%	531 b. ex div.
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,500,000 \$2,100,000 \$10,000}	\$21,170	Interim of \$14 for account 1909	...	560 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ \$1,500,000 \$240,000 \$70,000}	£23,755	{ 6/- for 1907 on Preference shares only @ ex 1/11/16 = \$31.154	...	74/- buyers
do. (Deferred)	60,000	£1	£1	{ \$1,500,000 \$200,000 \$10,000}	£61,817	Final of 2/- for 1908 and interim of 1/- for s/c 1909	4%	526 s. and b.
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$1,500,000 \$48,000}	\$3,121	{ \$1.00 for year ending 10.4. 1909 \$0.50 for 1907	38%	513 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,500,000 \$48,000}	225]	RETAILED IN ALL THE LEADING STORES.
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,500,000 \$150,848}	Dr. \$5,858	5/- for year ending 31.12.08	38%	517
Luron Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$35,893	5/- for 1897	...	Sar. buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3/- for year ending 31.12.08	...	Tls. 205 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £18,289 £4,878}	£11,556	Interim of 1/6 (coupon No.12) for year ending 29.2.09	7%	Tls. 18/- sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £18,289 £18,289 £4,878}	£4,101	No. 12 of 1/- = 48 cents	...	58 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$48,976	Dr. \$7,442	5/- for year ending 31.12.06	512	...
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$150,000 \$150,000 \$40,000 \$39,193}	\$20,102	Final of \$14 making \$34 for 1907	...	560
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$100,000 \$100,000 \$10,000 \$16,973}	\$187,098	Final of \$4 making \$8 for 1908	121%	561 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 607,357 Tls. 50,000 Tls. 185,000}	Tls. 6,116	Final of Tls. 2/- for year ending 30.4.09	61%	Tls. 70/- sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 185,000}	Tls. 72,818	Final of Tls. 6 making Tls. 10 for 1908	64%	Tls. 145
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 100 \$1,500,000 \$15,000}	Tls. 4,134	Tls. 6 for year ending 20.2.09	58%	Tls. 105 sales
Central Stores, Limited	12,000	£1	£1	{ £10,000 £10,000 £10,000}	£24,612	\$1.20 on old and 60 cents on first new issue	...	517 buyers
Hongkong Hotel Company, Limited	8,000	£1	£1	{ £10,000 £10,000 £10,000}	£10,026	\$75 ex w.f. b.	...	545 b. new
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	{ £10,000 £10,000 £10,000}	£16,475	\$102/- buyers	591	591
Humphrys Estate & Finance Company, Limited	150,000	£10	£10	{ £10,000 £10,000 £10,000}	£5,886	5/- cents for 1908	5%	530
Kowloon Land and Building Company, Limited	6,000	\$250	\$250	none	£278	5/- for 1908	68%	Tls. 118 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 300,000 none}	Tls. 142,464	Interim of Tls. 3 for account 1909	81%	544
West Point Building Company, Limited	12,500	\$250	\$250	{ Tls. 1,500,000 none}	\$1,968	Interim of \$2 for account 1909	...	510 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,919 \$20,000}	Tls. 5,750	Tls. 5 for year ended 31.10. 1908	44%	Tls. 134 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 Tls. 45,919 \$20,000}	39,553	50 cents for year ending 31.7.08	6%	58 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 100 Tls. 500}	Tls. 8,372	Tls. 6 for year ending 30.6.06 (8%)	...	Tls. 90/- sellers
Lao-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 200	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 108 buyers
Sei-Ching Cotton Spinning Company, Limited	3,000	Tls. 500	Tls. 500	{ Tls. 21,173}	Tls. 15,911	Tls. 50 for 1906	...	Tls. 410 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	6,604	£20	£20	{ £1,500 \$40,000 Nil}	£648	1/- per share for 1907 = 1,037	10%	513 ex div.
China-Borneo Company, Limited	60,000	\$25	\$25	{ \$1,500 \$10,000 \$10,000}	\$61,38	5/- for 1908	8%	513 sales
China Light and Power Company, Limited	12,000	£10	£10	{ £1,500 \$10,000 \$10,000}	£3,407	50 cents for year ended 28.2.06	89%	561 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,500 \$10,000 \$10,000}	...	80 cents for 1208	514	59.65 sales
Dairy Farm Company, Limited	40,000	£74	£6	{ \$1,500 \$10,000 \$8,000}	£48	5/- for 1908	74%	514 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,500 \$10,000 \$10,000}	£3,756	Final of 50 cents making 90 cents for 1908	10%	580 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,500 \$10,000 \$10,000}	£3,520	80 cents for year ending 31.12.08	8%	512
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	...	5/- and bonus 20 cts. for year ending 29.2.09	6%	510 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,500,000 \$20,000 \$10,000}	£7,616	Final of \$15 per share making \$19 for 1908	61%	514 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,500,000 \$20,000 \$10,000}	£8,790	Interim of \$1 for account 1909	61%	514 sellers
Maatschappij tot Mijl, Bosch-en Landbouwsp. (plantation) in Langkat, Limited	25,000	£100	£100	{ £1,500,000 Tls. 547,000 Tls. 61,014}	Tls. 116,682	and Quarterly div. of Tls. 12/- for account 1909	4%	Tls. 1,012 sales
Peak Tramways Company, Limited	85,000	\$10	\$10	{ \$1,500,000 \$20,000 \$10,000}	£2,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6%	514 sales
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$1,500,000 \$20,000 \$10,000}	...	5/-	514	58 buyers